

CONTRACT STATEMENT OF WORK

BACKGROUND

One of the requirements of the 1990 Clean Air Act Amendments is the reformulated gasoline (RFG) program. The purpose of the RFG program is to improve air quality by requiring that gasoline sold in certain areas of the country be reformulated to reduce emissions of toxics and tropospheric ozone-forming compounds, as specified by section 211(k). Section 211(k) mandates that RFG be sold in specific metropolitan areas with the most severe summertime ozone levels; RFG must also be sold in any ozone nonattainment area reclassified as a severe area, and in other areas that choose to participate or "opt in" to the program. The Clean Air Act further requires that conventional gasoline sold in the rest of the country not become any more polluting than it was in 1990 by requiring that each refiner's and importer's gasoline be as clean, on average, as it was in 1990. This has resulted in regulatory requirements referred to as the anti-dumping program. Phase I of the RFG program began in January 1995 and will be replaced by Phase II in January 2000. Phase II RFG will achieve even greater reductions in volatile organic compounds (VOCs), oxides of nitrogen (NOx), and toxics than Phase I.

The Phase II RFG Implementation Workgroup has been established by the Clean Air Act Advisory Committee's Mobile Source Technical Review Subcommittee. To ensure a wide range of input on the implementation of Phase II RFG, this workgroup has broad stakeholder representation, including vehicle and fuel users, vehicle and engine manufacturers, the fuel industry, environmental and public health groups, and state agencies and associations. The goal of the workgroup is to ensure the smoothest transition possible to Phase II RFG by working together to gather data and to communicate that data to the public.

The workgroup has recommended a fleet testing program to evaluate performance and fuel economy with in-use vehicles operated on Phase II RFG, compared to being operated on currently available Phase I RFG. The test plan developed by the workgroup for the fleet testing program is included as Attachment A. The purpose of the fleet testing program is to determine whether any vehicle performance issues exist that may be associated with the operation of vehicles on Phase II RFG, compared to Phase I RFG, before the fuel is introduced into commerce by January 1, 2000.

PURPOSE

The purpose of this work assignment is to provide EPA with vehicle performance and fuel economy data from fleet testing conducted according to the plan described in Attachment A.

EPA and the fleet operator expect that the fleet operator will be provided with test fuel by a gasoline manufacturer on an as needed basis up to a quantity consistent with the fleet operator's historical monthly consumption noted below, beginning in June 1998 and ending in August 1998 at the fleet operator's facility located at Houston Power and Light (hereinafter "facility").

EPA will provide to the fleet operator all data collection forms to be used in the fleet testing program. These forms are included in Attachment A. EPA will provide training to the fleet operator regarding the necessary procedures required to complete the "Driveability Incident Log" and

“Fueling Report” forms.

EPA, in cooperation with the fleet operator, will complete the “Fuel System Inspection Logs” on a bimonthly basis.

Technical support provided by EPA may include fuel system evaluations, and engineering and engine/fuel system repair consultations.

Task 1 -- Identify appropriate test fleet

The fleet operator shall identify an appropriate test fleet, including test and control vehicles.

Task 2 -- Vehicle inspection

The fleet operator shall make the test fleet vehicles available for inspection by EPA at reasonable times on a bimonthly basis.

Task 3 -- Incident reports

The fleet operator shall provide a completed “Driveability Incident Log” form and related information to EPA for each incident in which a vehicle that is part of this program is removed from service to diagnose a complaint about a condition that is possibly related to fuel. A sample of fuel from the vehicle’s tank shall be taken. If a repair is made, a copy of the repair order or invoice shall accompany the log form. Any replaced parts that can be linked with the incident logged shall be tagged and retained by the fleet operator for analysis by EPA.

The fleet operator shall provide access to past and current maintenance records, if available, for each vehicle in the program.

Task 4 -- Fuel economy data

The fleet operator shall provide EPA with fleet aggregate volumetric fuel consumption records on a monthly basis.

The fleet operator shall record individual vehicle fuel consumption and changes in odometer readings. The initial odometer reading shall occur when a vehicle first enters this testing program. The date, odometer reading, and gallons delivered shall be recorded at each fueling.

The fleet operator shall provide a summary of recent historical data (1996 and 1997) related to fuel economy for each test program vehicle for which valid data exists. The data are volumetric fuel consumption and cumulative mileage, or actual odometer changes, both over a stated period.

Task 5 -- Fuel

The fleet operator shall take reasonable measures to ensure that vehicles intended to use test fuel do not receive other fuel. The fleet operator may use other fuels in the event that test fuel is not available, in emergency situations. Likewise, the fleet operator shall take reasonable steps to ensure that participating control vehicles do not receive test fuel.

The fleet operator shall allow EPA to obtain samples from its bulk storage tanks of the test fuel and control fuel at the fueling facilities whenever fuel is deposited into the fleet operator's storage tanks, or on a bimonthly basis, whichever is more frequent. Refueling receptacles shall be approved vapor recovery systems if required by state law.